

Keep at a Safe Distance

This and Avoidance of Common Drinking Cups Will Save You From the Treacherous "Flu."

Richmond, Va., Nov. 29.—Let us have no truce with the Spanish "flu"—the scourge that has exacted a greater toll of life than our war with the Huns. It cannot be trusted, especially at this season, for it is a cold weather disease. Even now it is raging in some sections of the country, and in more than one instance it has returned in malignant form to communities which thought they were rid of it. Reports to the State Board of Health from many parts of Virginia show that doctors are still busy with patients suffering from the grippe. Several districts have closed their schools a second time.

All told, perhaps thirty per cent. of those in this state have had the "flu" in one form or another. The other sixty per cent had better "watch their step." Some may be immune, but the great majority have no guarantee that they will not be hit.

The germs which cause influenza, as well as those which cause whooping cough, scarlet fever, diphtheria, tuberculosis, colds, pneumonia and other spray borne diseases, live in the mouth and nose secretions of people. Fortunately they are short-lived, and therefore can be avoided. In a word they may be rendered harmless by a careful avoidance of that all-too-common "spit swapping" which comes from coughing or sneezing at close quarters. Too often the deadly droplets of saliva find human targets.

Here is an almost certain way of avoiding the "flu" and protecting not only yourself, but your fellow man: At all times keep your face at least three feet away from anybody else's. And consistently avoid the common drink cup—a menace in terdicted alike by law and common sense.

Conserve Food

Richmond, Va., Nov. 30.—The necessity for conserving all food values has not ended with the war. Mr. Hoover is now in Europe studying conditions in allied and enemy countries with a view of supplying their inevitable shortage during the coming months and possibly for a year or more. The Food Administration in this country will in all probability continue for many months after the official ending of hostilities which will be when the conferees have reached their final decision and the treaties are signed.

The Virginia Council of Defense is co-operating with councils of defense elsewhere in the country and principally throughout the Southern States to aid the Food Administration to prevent one easily unavoidable element of waste, the unnecessary killing of food animals along the railway rights-of-way. Throughout the states where these efforts are being made the governors and the state councils are naming live stock commissioners whose principal duties will be to educate their neighbors regarding the unpatriotic and costly practice of allowing stock to roam at large. These commissioners

Five Thousand 1919 Members Big Stone Gap Chapter American Red Cross Our Goal

are endeavoring to secure from their neighbors pledges to keep their stock away from the railway tracks thereby attempting to add to the wealth of the state.

Wherever there are rigid stock laws and great care in the preservation of cattle the standard of the stock almost automatically rises. It does not pay any state to breed scrub stock, and yet the custom of permitting stock to roam at will and to take no precaution against its killing inevitably results in the lowering of the standard. The object of the state council is therefore twofold, first to preserve for human needs the meats, fats and hides that are now being wantonly wasted, and secondly to raise the standard of cattle, horses, hogs and other live stock.

It is an effort which must appeal to the patriotic and intelligent citizens of Virginia, and it is receiving warm support of the most progressive counties in the state. There are, of course, objections raised, but these come notably from those counties where the standard of the various kinds of stock are notoriously low. From such locations come objections to the effect that it is the duty of the railroad to prevent the killings, that the roads should fence their rights-of-way, that they should better protect crossings, that they should install safe cattle guards—in other words that the entire protecting of the property of individuals should be shifted to the railroad.

So far as fencing is concerned, the railroads are compelled under the law to fence where the individual owner does his part of it, and there is no disposition on the part of the council to shield the railroads or help them to avoid any damage suits for negligence. Nor is the council at all interested in the railway pocket book or the damages it must pay when it illegally kills stock, but it is vitally interested in the conservation of this stock, because it is a part of the council's duties to see that Virginia occupies its proper place as a producing state and its no lesser duty to help add to the wealth of the state.

Germany Must Pay

States of the Empire Will Be Held Responsible.

London, Nov. 30.—"German states, whatever their form, must pay the bill. Germany, as a whole, must be held responsible for the consequences of the war," says the Westminster Gazette in discussing the situation that has developed in Germany.

The newspaper admits that the allies may find that the legal unity of Germany has undergone a vast change, and that like Austria, it may burst into fragments before negotiations are completed.

Everybody but the turkeys enjoyed Thanksgiving Day.

Let Us Make it Universal Membership. Every Loyal American Should Enroll During the Christmas Roll Call. When Your Name is Called Answer, "Here." December 16-23, 1918. Wear the 1919 Badge for Members of the American Red Cross. Annual Membership, One Dollar.

Preparatory steps are being taken by the Big Stone Gap Chapter of the American Red Cross for the Christmas Roll Call which will be conducted throughout the United States during the week, December 16-23. James M. Smith, Chapter Chairman of the Christmas Roll Call, has established headquarters for the Roll Call in the District Attorney's office on the Second Floor of the Government Building. He has appointed Mr. Otis Mouser, Vice-Chairman, and the following gentlemen as the Executive Committee of the Christmas Roll Call:

Mr. C. S. Carter, Big Stone Gap, Va.
Mr. G. N. Knight, Big Stone Gap, Va.
Mr. W. C. Shunk, Big Stone Gap, Va.
Mr. M. D. Collier, Appalachia, Va.
Mr. H. L. Sulfridge, Appalachia, Va.

The first meeting of the Executive Committee was held at the office Wednesday afternoon at 2:00 o'clock, at which time the local chairmen for all of the branches of the chapter were appointed, and other plans for the Roll Call were formulated.

The aim of the Roll Call will be to secure annual members for the American Red Cross. Every loyal American will enroll his or her name in this drive as a member of this great organization. The war is over but the work of the Red Cross in saving starving millions is just beginning. The goal for the Big Stone Gap Chapter to reach has been set for 5000 members to enroll in this campaign. The Chairman and his associates of the Executive Staff hope and believe that the workers will make our report "Universal Membership" for the Chapter. We must go way over the top. Every man and woman must be enrolled in a house to house canvass by official workers to be appointed by the Local Chairmen. These workers will make daily reports through the Captains of their teams to the Roll Call Headquarters, and these reports will be wired to Washington every day as the drive progresses. Universal membership for the Big Stone Gap Chapter will be a splendid Christmas present to send to the boys from our section who are now in the service "over there." Let us send it over in time for Christmas.

Red Cross

Annual Meeting and Election of Officers.

The Big Stone Gap Chapter of the American Red Cross held its annual meeting in the United States Court room in the government building on last Friday night and elected the following officers for the ensuing year. R. T. Irvine was made chairman of the meeting and Geo. L. Taylor, secretary.

Chairman—E. J. Prescott.
Vice-Chairman—Miss Minnie Fox.
Treasurer—Geo. L. Taylor.
Secretary—Mrs. C. L. Rowe.
Chairman Finance Committee—R. B. Alsouer.
Executive Committee—L. T. Winston, Rev. J. M. Smith, Mrs. R. T. Irvine, C. S. Carter, Mrs. C. C. Cochran.

By-laws for the government of the chapter were adopted at this meeting and a report of the treasurer was read and approved.

Miss Frazier, of Washington, addressed the meeting in the interest of the Home Service work.

Report of National Woman's Liberty Loan Committee for Wise County.

Big Stone Gap—Mrs. H. E. Fox \$40.00
Wise—Mrs. W. B. Fulton 39.00
Stonewall—Mrs. G. S. Duffey 23.00
Appalachia—Mrs. M. L. Stallard 6.00
Blackwood—Mrs. C. G. Creveling 6.49
Norton—Mrs. W. W. Kemp 5.35
Coeburn—Mrs. W. A. Banner 1.95
Tom's Creek—Mrs. D. A. Dunkley 1.75
Crane's Nest—Mrs. G. W. Thompson 1.35
Imboden—Mrs. H. A. Alexander 500
Pound—Mrs. L. D. Queen 500
Hurricane—Mrs. W. A. Hish 350

Total \$120,700

Planes for Mail Service

War Department Turns Over Hundreds of Airplanes for Aerial Routes.

New York, Nov. 30.—Captain Benjamin Lipsner, director of the United States Aerial Mail Service, announced here that the War Department had turned over to the use of the mail service "hundreds of airplanes."

Captain Lipsner said he was not in a position to announce the exact number but that the machines would be used as rapidly as possible in extending the aerial mail service to all cities of the country. The service anticipated that it will be able to organize its personnel from hundreds of army aviators.

Plans for the laying of new routes and the extension of the service on a nationwide scale have not as yet been formulated, but it is expected that the extension will begin soon. Captain Lipsner pointed out that in addition to the commercial value of speedy transmission of mail, already demonstrated by the service between New York and Washington, the employment of hundreds of pilots will enable the nation to maintain an aerial reserve for military purposes in the event of another war. Also as an immediate benefit a solution will be offered of the problem of employ-

ment of the returning aviators and the money spent by the government in training them will not be altogether lost.

The New York-Chicago aerial mail service will be placed in operation next month.

British

Lost Nearly a Million Men During the War.

London, Nov. 29.—It is officially announced that during the war the forces of Great Britain actually lost nearly 1,000,000 men killed or dead through various causes.

Recently it was stated that the British losses totaled 658,804, but this number did not take into consideration men who were reported missing, who actually lost their lives, but of whom there is no trace, nor did it account for men who died at the front from sickness.

TOTAL AMERICAN CASUALTIES

Casualties sustained by the Americans were tabulated by General March as follows:

Killed and died of wounds 36,154
Died of disease 14,831
Deaths unclassified 2,204
Wounded 179,625
Prisoners 2,163
Missing 1,160

Total 236,117

While the total losses suffered by the American army in France, at first glance, appeared to be almost double the total estimated by officers as probable, analysis of the table, it was pointed out, shows that among the 179,625 wounded are included the names of thousands of men whose injuries were so trivial that they never were admitted to hospitals and the record of their injury was kept only in company and regimental dressing stations.

Fourth-Class Postmaster Examination.

The United States Civil Service Commission has announced an examination to be held at Big Stone Gap, Va., on December 14, 1918, as a result of which it is expected to make certification to fill a contemplated vacancy in the position of fourth class postmaster at Inman and other vacancies as they may occur at that office, unless it shall be decided in the interests of the service to fill any vacancy by reinstatement. The compensation of the postmaster at this office was \$340 for the last fiscal year.

Applicants must have reached their twenty-first birthday on the date of the examination, with the exception that in a state where women are declared by statute to be of full age for all purposes at eighteen years, women eighteen years of age on the date of the examination will be admitted.

Applicants must reside within the territory supplied by the post office for which the examination is announced.

The examination is open to all citizens of the United States who can comply with the requirements.

Application blanks, Form 1753, and full information concerning the requirements of the examination can be secured from the postmaster at the place of vacancy or from the United States Civil Service Commission, Washington, D. C.

Applications should be properly executed and filed with the commission at Washington, at the earliest practicable date.

War Ships

To Convey President's Liner on Trip to Europe.

New York, Nov. 23.—The American transport George Washington, selected by President Wilson to convey himself and other members of the American delegation to the peace conference, will be conveyed by the battleship Pennsylvania and a fleet of five fast destroyers. The George Washington is lying tonight at her pier in Hoboken ready to sail on her history making trip at a moment's notice.

To Rear Admiral Albert Gleaves, commander of the cruiser and transport force of the Atlantic fleet, fell the honor of providing for the Presidential ship. Captain Edward McCauley, United States Navy, commands the George Washington, and the crew has been drawn entirely from the navy. The escorting battleship is commanded by Captain Lewis Nulton.

The George Washington, a vessel of 25,570 gross tons was formerly one of the crack liners of the North German Lloyd fleet. The George Washington was the only large German vessel seized by the United States, the name of which was not changed.

Safeguarding the movement of a large percentage of American troops to Europe has been the task of Admiral Gleaves during the war. He was commander of the protecting fleet of warships that escorted the first contingent of the American Expeditionary Forces, and President Wilson recently designated him for promotion to the rank of vice-admiral.

The exact time of the departure of the George Washington is not yet known, but it will probably be some time on Tuesday. The ship is lying convenient to a spur track over which the President's train will arrive.

Escort to Brest.

London, Nov. 30.—President Wilson on reaching European waters, in all likelihood will be escorted to Brest by not only American warships, but by a formidable array of them. In view of the lack of official notification regarding Mr. Wilson's trip, it is understood that neither the French nor the British governments have been requested to aid in the naval reception. The British authorities, however, unofficially are discussing plans to welcome the American president should he come here.

American battleship commanders probably all nine of them in these waters, are understood to be holding themselves in readiness to proceed to a point 100 miles or so off Brest to meet the Presidential liner and the battleship accompanying it.

It is probable that twenty-four American torpedo boat destroyers will join in the reception.

Deserters in A. E. F.

Hundreds and hundreds of deserters among the American Expeditionary Forces were a constant problem for General Pershing to handle. While it is not generally known in this country yet, still it is a fact that the boys continued to steal away from the training camps at night in small bunches at a time. Upon investigation, the Commander-in-Chief found that they always deserted to the front. They wanted to get into the struggle as soon as possible. This is the spirit every worker must exhibit in the Red Cross Christmas Roll Call. If you are called upon to work in the drive, and feel that you want to desert, then be sure you desert to the front.